

*BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC)*  
*FOR THE MIAMI URBANIZED AREA*

A G E N D A

WEDNESDAY, SEPTEMBER 25, 2002 AT 7:00 P.M.

SOUTH MIAMI COMMISSION CHAMBERS  
6130 SUNSET DR.  
SOUTH MIAMI, FLORIDA

- I. APPROVAL OF AGENDA
- II. APPROVAL OF MINUTES:
  - { MEETING OF AUGUST 29, 2002
- III. PRESENTATIONS:
  - A. ATLANTIC TRAIL (MIAMI BEACH) - B. Henderson
- IV. DISCUSSION ITEMS:
  - A. SELECTION OF PROJECTS FOR REVIEW - D. Henderson
- V. INFORMATION ITEMS:
  - A. FLORIDA STRATEGIC INTERMODAL SYSTEM PLAN - E. Rockwell, FDOT
  - B. TRANSPORTATION ENHANCEMENTS RANKING RESULTS - D. Henderson
  - C. PORT/BISCAYNE BLVDS. INTERSECTION FINDINGS - D. Henderson
  - D. RICKENBACKER CSWY. IMPROVEMENTS - D. Henderson
  - E. AUGUST PROGRESS REPORT - J. Manzella

# BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

## MINUTES

MEETING OF WEDNESDAY, SEPTEMBER 25, 2002

### MEMBERS PRESENT

Sheila Boyce      Brett Bibeau      Bruce Henderson      Amado Leon      Ted Silver

### OTHERS PRESENT

David Henderson, Staff      Jae Manzella, Staff      Barry Burak

The meeting began at 7:05 p.m.

<u>ISSUE</u>		<u>DISCUSSION</u>
APPROVAL OF AGENDA	-	BH: <i>Motion approving the agenda; seconded by SB; vote - unanimous.</i>
APPROVAL OF MINUTES	-	SB: <i>Mr. Boyce did not attend the August meeting.</i> BH: <i>Motion approving the amended 8/28/2 Minutes; seconded by SB; vote: unanimous.</i>
ATLANTIC TRAIL	-	DH: This is one of the top projects the BPAC voted for. Funds are already being spent. BH: The City of Miami Beach had developed bike routes previously, securing direct Federal grants. The City continued, focusing upon this project, which was approved in the M-D Long-Range Plan. It was broken down into 4 segments: the North Beach Recreational Corridor (NBRC) runs from Surfside city limits to the existing boardwalk at 46 St.; Beachwalk connects the end of the boardwalk at 21 to South Pointe; Indian Creek Greenway runs from 21 St. to 53 St., along the edge of Indian Creek. This will accommodate bicyclists/skaters, whom are not permitted on the boardwalk. When the boardwalk deteriorates to a point where it must be demolished a replacement will not be built; a beachwalk-type replacement would be constructed. The City plans for improved connections to these facilities from various neighborhoods, parks, parking lots, the Convention Center, and transit stops. They are requesting more bike racks on buses; since it is the most heavily transit-dependent area (in terms of ridership). The Electrowave will be expanded to 41 St. and will have Bike&Ride opportunities. NBRC is 40% constructed. Beachwalk has construction drawings (shown). Street ends are being paved. The Richmond Hotel brought on litigation, but the City won. Beachwalk will connect to the existing Lummus Pk. facility, and extends it south from 5 St. to the existing facility along Govt. Cut. This project will be awarded in October, and will be finished in April. JM: Concerned with the connection at the existing boardwalk. BH: It will be an ADA-compliant ramp. The NBRC utilizes the existing facility in North Shore Pk., with improvements to widen and realign it, as well as street connections. Sections are already in construction. It will be asphalt with a fitness course, lighting and benches. The City of Surfside is considering a NBRC connection. A grant, expected to be approved tomorrow at the MPO meeting, will extend the NBRC to 54 St. Beachwalk will be pavers. The 15' wide NBRC will be a modified concrete material of 5' square sections, which is being tested for breakage. It will be accessible to maintenance/light

	<p>emergency vehicles. Lighting was developed to control luminescence, minimizing glare on the beach and residences, as well as to resist vandalism. This system of walls/access points to the beach will control erosion. Beachwalk (1.1 miles) is expected to cost around \$3.1 million. NBRC (almost 4 miles) will cost about \$8 million. Both are fully funded.</p> <p>TS: As facilities open, there should be a celebration for publicity/public encouragement.</p> <p>BH: Indian Creek Greenway starts at 24 St., with a connection to the Cultural Arts Campus one block south. It ends at 53 St. with a connection to Indian Beach Pk. to the east. Condominiums north of this prevent extending the facility on the Indian Creek side. It will be along the water's edge and at least 12' wide. It may be wider to accommodate boat and art show events. Landscaping will buffer the traffic. This facility will accommodate transit users, rather than the concrete slabs they have to use now. The Collins Canal project links Venetian Cswy's. paved shoulders to Indian Creek Greenway.</p> <p>TS: Inquired whether the Baylink project makes an effort to connect to these facilities. If 40 buses are eliminated, that represents 40 potential bus bike racks.</p> <p>BH: M. Bch. transportation coordination staff are good at connecting various modes.</p> <p>TS: <i>He wants people to know that the BPAC is concerned with this issue.</i> Many projects are developed without BPAC input. Perhaps the BPAC should send written correspondence regarding concern of bicycle/pedestrian accommodations.</p> <p>DH: Baylink desirability is under scrutiny by a few groups. <i>The Project Mgr. will be asked to make a presentation, once more solid support/designs are achieved.</i></p> <p>JM: Baylink is many years away. It won't support non-motorized connections very well.</p> <p>TS: By that time more people should be using bus bike racks. It would be detrimental to lose these accommodations. The BPAC can never be too early to bring-up these issues.</p> <p>JM: If Baylink utilizes the MacArthur shoulder, then that wide shoulder would be lost.</p> <p>DH: <i>This subject will be briefly discussed at the October meeting during the Peoples Transportation Plan presentation.</i> Inquired about the Collins Canal project.</p> <p>BH: There are several debates holding-up progress, such as: added designs for a West Av. bridge to decrease Alton Rd. traffic; the 23rd St. bridge design is a fiasco; the canal walls are eroded; a lot of traffic engineering needs to be done as well. Funding for the bicycle/pedestrian facility was originally appropriated in 1997 and has been moved to 2005. Dredging the canal will commence next Summer.</p>
FUTURE PROJECT REVIEWS	<p>- DH: This is the same FDOT list, highlighting the types of projects deemed significant by the BPAC last month. He asked if any do not seem significant or vice-versa.</p> <p>TS: Inquired if bridge/safety projects are worth review for bike/ped. accommodations.</p> <p>DH: Unless under certain conditions, intersections aren't worth review. Due to the way the projects are categorized, "safety" projects may be just restriping or signalization.</p> <p>TS: Inquired whether an "add turn lane" project would be purchasing R-O-W.</p> <p>DH: Often this is true. Bridge projects are often structural and do not affect mobility.</p> <p>JM: Inquired whether turn lane projects can include pedestrian signalization.</p> <p>DH: For the Krome Av. intersections - no. However, along NW 27 Av. and further into the urbanized area, pedestrian signalization could be made part of the project.</p> <p>JM: Inquired whether the BPAC could ask for specific improvements on a project.</p> <p>DH: This could be done on a case-by-case basis. Usually, if automobile signals can be seen, ped-heads are not included. However, if there is an exclusive signal for a lane, these may be installed. He highlighted 5 St. bridge since the Miami River Greenway goes beneath it. Also, 27 Av. intersections, because this is a major crash corridor.</p>

		<p>TS: Inquired if the LeJeune project opens any opportunities for cyclists.</p> <p>DH: Not in the section listed. Shoulders on LeJeune Rd., south of US-1, would be nice.</p> <p>JM: Coral Gables staff are reviewing roads for bikeway improvements. Although LeJeune cannot be improved, an alternative could be found.</p> <p>DH: The Tamiami Trail project is promising, although most of the problem is in Collier County. I-75 would be another great facility leading to the west coast; it would require a sustained effort and legislative action. Florida Trail goes through I-75; at rest stops, there are often opportunities for off-road cycling. Due to the Everglades Restoration project, parts of the existing Tamiami Trail would be underwater; long bridges may be developed.</p> <p>BH: <i>Would like a bike/ped. checklist developed to be filled-out by the Project Mgrs. It would include safety improvements, lighting, access issues, and other opportunities.</i> This would cull the presentations list, as well as provide feedback without a presentation.</p> <p>TS: Concerned that Project Mgrs. will play lip-service on the form, and true commentary/counterpoints from personal interaction would be lost. Would rather send a reminder of what is expected in any project, and request notice regarding issues arising within particular projects in which the Project Mgr. cannot conform to standards.</p> <p>DH: It would be interesting to have FDOT provide the routine methods in which they consider bike/ped. accommodations for any project.</p> <p>BH: <i>Instead of listing the bike/ped. accommodations for the Project Mgrs., ask them as to what accommodations are being proposed for any particular project.</i> There will probably be more resistance from outside consultants, rather than FDOT staff.</p> <p>TS: <i>This needs to be done in the early stages of each project.</i> We shouldn't be too specific in requests for accommodations until we know what the project entails. <i>Meetings with Directors of departments, and staff, such as Mr. Cohen, still need to be carried-out.</i></p> <p>BH: <i>Private consultants (doing most of the work) must be informed of our concerns.</i></p> <p>TS: <i>It is important for staff to inform the BPAC when projects are being developed/bid.</i></p> <p>BH: Municipalities have projects in design that staff may not be aware of, until they reach the request for funding.</p>
FLORIDA INTERMODAL STRATEGIC SYSTEM PLAN	-	<p>DH: Ms. Rockwell could not attend tonight. (Flyers were passed-out.) The Plan does not define what it would accomplish, although it involves major transportation facilities.</p> <p>BH: <i>Motion to request that the Strategic Plan require intermodal facilities to be interconnected to regional greenway facilities; seconded by SB; vote - unanimous.</i></p> <p>JM: Concerned that the focus is upon large developments, ignoring bike/ped. mobility.</p>
ENHANCEMENT RANKING RESULTS	-	<p>DH: Non-motorized transportation received a majority of this round's funding. FDOT plans to provide \$5 million towards these projects. That would fund the Dadeland North/South Connector, East Little Havana Greenway, North Beach Recreational Corridor, MDT Bike Parking, El Portal's project, and the Curtis Mansion.</p>
BISCAYNE/PORT BLVDS.	-	<p>DH: A status report is included in the Agenda. They are recommending ped-heads, and sent this request to M-DPW.</p>
RICKEN-BACKER CSWY. PROGRESS	-	<p>BB: A cyclist crashed into the curbing in front of Sundays restaurant.</p> <p>DH: Mr. Cohen has stated the project is held-up in the Plans &amp; Specifications Division.</p> <p>BB: Someone should contact them to push this project forward. It has been years.</p>

SEPTEMBER PROGRESS	-	TS: The report included in the Agenda shows staff is doing wonderful work. DH: He attended a Pro Bike/Walk conference and brought back materials he would like to share with the group in future meetings. He presented his pedestrian safety projects there. Although most attendees are government staff, a gathering of private advocate groups, known as the Thunderhead Alliance has been forming. They purposely exclude government personnel in their meetings.
MISCEL- LANEOUS	-	{ TS: Concerned that Mr. Cohen has been absent from many meetings. DH: He had to attend an Incorporation Committee meeting to fill-in for someone.

{ The meeting was adjourned at 9:00 p.m.